

# The Daily Astorian

VOL. XXII, NO. 77.

ASTORIA, OREGON, TUESDAY, OCTOBER 7, 1884.

PRICE, FIVE CENTS.

## BUSINESS CARDS.

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TEACHER OF  
Drawing, Painting and Crayon.  
Apply at the house of Rev. M. D. Wilson.

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County School Superintendent.  
Office at Radcliff & Co's. Cannery, Upper Astoria.

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Office opposite the Johnson building.  
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ATTORNEY AT LAW.  
Abstracts a Specialty.  
Rooms 11 and 12, Knights of Pythian Castle Building. Telephone No. 40.

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ATTORNEY AT LAW.  
Office in Kinney's Block, opposite City Hall, Astoria, Oregon.

**NOLAND & DORRIS,**  
ATTORNEYS AT LAW.  
Office in Kinney's Block, opposite City Hall, Astoria, Oregon.

**C. W. FULTON.**  
G. C. FULTON.  
FULTON BROTHERS,  
ATTORNEYS AT LAW.  
Rooms 5 and 6, Old Fellows Building.

**J. Q. A. BOWLEY.**  
J. A. GILL.  
BOWLEY & GILL,  
Attorneys and Counsellors at Law,  
Office on Cheamus Street, Astoria, Oregon.

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NOTARY PUBLIC,  
AUCTIONEER, COMMISSION AND INSURANCE AGENT.

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SURVEYOR OF  
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Office - Cheamus Street, Y. M. C. A. Hall Room No. 8.

**C. BENSON MARTIN, M. D.**  
Physician and Surgeon.  
ASTORIA - OREGON.  
OFFICE - Room 12, Odd Fellows Building.  
RESIDENCE - Home's building, up stairs.

**JAY TUTTLE, M. D.**  
PHYSICIAN AND SURGEON  
OFFICE - Rooms 1, 2, and 3, Pythian Building.  
RESIDENCE - On Cedar Street, back of St. Mary's Hospital.

**HICKS & SHAW,**  
DENTISTS.  
Rooms in Allen's Building, up stairs, corner Cass and Squemoqua streets, Astoria Oregon.

**Bozorth & Johns,**  
Real Estate and Insurance Agents,  
and Brokers.  
ASTORIA - OREGON.  
Buy and sell all kinds of Real Estate and represent the following Fire Insurance Companies:

Scottish Union and National, assets \$32,000,000  
Fidelity of Hartford, " 2,500,000  
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Policies written by us in the Phoenix and Home and Scottish Union and National at equitable rates.

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A General Banking and Exchange Business transacted. Every facility for prompt and satisfactory business.

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THE  
**REV. M. D. WILSON**  
WILL RECEIVE A LIMITED NUMBER of Boys for instruction, three evenings in the week, in such branches as may be desired. Classes in Latin or in any ordinary branch of advanced education will be formed. For further particulars apply as above.

**WM. EDGAR,**  
Dealer in  
Cigars, Tobacco and Cigarettes  
Meerschaum and Brier Pipes,  
GENUINE ENGLISH CUTLERY  
Revolvers and Cartridges.  
CORNER MAIN AND CHENAMUS STS.

House To Let.  
FIVE ROOMS, NEW, GOOD LOCALITY. Inquire at E. C. HOLDEN'S.

**BROWN'S IRON BITTERS**  
THE BEST TONIC.  
It is invaluable for Diseases peculiar to Women, and all who lead sedentary lives. It does not injure the teeth, cause headache, or produce constipation—order from medicine dealers. It enriches and purifies the blood, stimulates the appetite, aids the assimilation of food, relieves heartburn and belching, and strengthens the muscles and nerves.  
For Intermittent Fevers, Languor, Lack of Energy, &c., it has no equal.  
The genuine has above trade mark and crossed red lines on wrapper. Take no other. Sold only by BROWN'S CHEMICAL CO., BARTON, N. B. REDINGTON, WOODWARD & CO., Portland, Or. WHOLESALE AGENTS.

**TUTT'S PILLS**  
TORPID BOWELS, DISORDERED LIVER, and MALARIA.  
From these sources arise three-fourths of the diseases of the human race. These symptoms indicate their existence: Loss of Appetite, Bowels constive, Sick Headache, fullness after eating, aversion to exertion of body or mind, Eructation of food, Irritability of temper, Lacerated skin, A feeling of having neglected some duty, Dizziness, Fluttering at the Heart, Dots before the eyes, Slightly colored urine, CONSTIPATION, and demand the use of a remedy that acts directly on the Liver. As a Liver medicine, TUTT'S PILLS have no equal. Their action on the Kidneys and Skin is also prompt; removing all impurities through these three "scavengers of the system," producing appetite, sound digestion, regular stools, a clear skin and a vigorous body. TUTT'S PILLS cause no nausea or griping nor interfere with daily work and are a perfect ANTIDOTE TO MALARIA. Sold everywhere. Office 44 Murray St., N. Y.

**TUTT'S HAIR DYE.**  
GRAY HAIR OR WHISKERS changed instantly to a GLOSSY BLACK by a single application of this DYE. Sold by Druggists, or sent by express on receipt of \$1.00. Office 44 Murray Street, New York.

**Drugs and Chemicals**  
**J. E. THOMAS,**  
DRUGGIST  
AND  
Pharmacist,  
ASTORIA, OREGON.  
HOMOPATHIC REMEDIES  
A SPECIALTY.  
Prescriptions carefully compounded Day or Night.

**A. V. Allen,**  
Wholesale and Retail Dealer in  
**Groceries, Provisions, MILL FEED.**  
Glass and Plated Ware.  
TROPICAL AND DOMESTIC  
FRUITS AND VEGETABLES.  
Together with  
Wines, Liquors, Tobacco, Cigars

**Jeff's Notice**  
SAYS THERE WILL BE NO INCREASE OF PRICES IN HIS CHOP HOUSE.  
AND THAT HE IS DETERMINED TO maintain his reputation for keeping the best and cheapest Restaurant in town, even at a loss to himself, while the dull times last.  
JEFF.

**J. H. D. GRAY.**  
Wholesale and retail dealer in,  
**GROCERIES, FLOUR, AND FEED**  
Hay, Oats, Straw, Wood, Etc.  
**LIME, SAND AND CEMENT.**  
General Storage and Wharfage on reasonable terms. Foot of Benton street, Astoria, Oregon.

**T. G. RAWLINGS,**  
Wholesale and Retail Dealer in  
**Tropical, Domestic, Green and Dried FRUITS.**  
NUTS, CANDIES, DRIED MEATS, ETC.  
**Fine Cigars and Tobacco.**  
Next door to I. J. Arnold's, Squemoqua St.

## VILLARD'S VINDICATION VESTIBULATED.

It was the question of terminal facilities that first brought to the minds of many men in the Northwest, particularly in Portland, the first step had been the selection, apparently in good faith, of ample depot grounds in the southern part of that city. A map was published, which can still be seen at any real estate dealer's office, showing the exact location of docks, depots, etc. The engineering department advertised in the papers for proposals for 1,000,000 yards of grading at that place. Real estate naturally advanced largely in the vicinity, and when the principal part had changed hands, the whole project was abandoned, the freight yards were at Albion and the Union depot itself transferred to the northern end of the town; then it was remembered that a similar maneuver had been practiced at Junction city in former days, and that some of the same men who had been entrusted with the selection of terminal grounds had been connected with that transaction. In addition to the many purchasers of real estate who felt aggrieved, many business men preferred to have the grounds at the south end of town, and on the receiving of Villard's address he was asked in public why the bridge and depot grounds could not be placed in the position originally selected? His reasons given were flimsy, unbusiness like and evasive, and the substance of his reply was to the effect that the change had been made and would be adhered to because the company chose to do so. This caused considerable hard feeling and discussion of the terminal question, in the course of which the fact was developed that the proposed terminal grounds for freight and passenger purposes exceeded those of the New York Central in New York or the Pennsylvania system at Philadelphia; and doubts were expressed as to the expediency of the proposed expenditure. The Northern Pacific claims to have expended to date for their share of these grounds and improvements the huge sum of two and a quarter millions of dollars. The actual requirements of the traffic may be seen now that the road is finished to Portland, by looking at the present terminal and office facilities and the modest 20x50 depot which has taken the place of the huge air castle whose pictures ornamented so many shop and saloon windows one year ago.

## DISAPPOINTED EXPECTATIONS.

The cost of building and equipping the main line was greatly in excess of the first calculations and to this fact Villard attributes most of his woes. It should be remembered that the real "first calculations" were made by Chief Engineer Johnson in 1880 and have been since then elaborated from time to time by the subsequent chief engineers. The first calculations here referred to are those of Chief Engineer Anderson, who had been in office one year and a half when Villard became president. Mr. Anderson is one of the oldest civil engineers in the United States. He was chief engineer of a railroad forty years ago and has been actively following that line of his profession ever since. It is reasonable to presume that he is well acquainted with the practical details of railroad construction. It is a notorious fact that Villard knew nothing whatever about such matters. It is obvious that estimates of the cost of the hundreds of miles of road now being finally surveyed must be somewhat vague and must be subject to varying prices of labor, provisions and materials, none of which could be foretold, and also to the speed with which the work was pushed and the ability with which it was handled. It should also be remembered that when Villard assumed the presidency, construction work had been in progress for both ends of the road for two years, in which time 500 miles of new road had been finished and that its cost had not exceeded the preliminary estimates. It had been carefully and quietly conducted without ostentation or desire for cheap notoriety. With Villard's advent everything was changed. Money was secured by the millions and promised by the tens of millions. Anything like caution in its expenditure seemed to be cast to the winds. Who ever heard of any of Villard's Northern Pacific officials being reprimanded or discharged by him for excessive expenditure? The whole construction management seemed to be based on the principle of Chinese warfare of the last century, when the gong was considered the superior weapon to the musket, and the man who made the most noise was most certain to meet with the approval of his commander. Two things Villard always noted for, a talent for appointing the wrong man to the right place, and an ability for keeping him there. And these two points are shown conspicuously throughout construction. Most of his appointments varied in ability from mere incompetency to sheer inability, and all of them were held in place in spite of remonstrance. A thorough exposure of all his failings in this matter was made in the Boston Transcript in October, 1883, parts of which have been published in the papers of this territory. This very subject of excess over estimates was mentioned by the writer, who was a prominent stockholder in the N. P., and the charge distinctly made that the greater part of it had been caused by Villard's own extravagance and the action of his incompetent subordinates. Villard now endeavors to throw the entire blame on the chief engineer who made the preliminary estimate, and has not a word to say about the altered circumstances under which the work was completed, or the men whom he forced into place under the chief engineer to perform it. It was as if the owner of a house had requested a competent person to estimate the cost of painting it in a month, then providing him with a band of incompetent workmen, rushed the work through in a week and, on receiving final account, had complained bitterly of the gross

inadequacy of the first estimate and the trouble he would have in borrowing enough money from his friends to settle the bills. Another point not mentioned in the Transcript article, but well understood upon the road, was the personal animosity felt by Villard toward Mr. Anderson for daring to remove some of his appointees and comment on their behavior, and doing so at a time when Villard was beginning to lose some of his autocratic power and could not at once retaliate. The animus of the present accusation springs as much from this as from a desire to lay the blame upon some one else. Villard was elected president in September, 1881. In October he came to the Pacific coast, leaving Mr. Anderson, then as now, chief engineer of the Northern Pacific in the east. While here he decided to change the organization of the construction department, and accordingly placed Messrs. Hallett and Thielsen in charge of the work of the main line, issuing a circular to that effect and signing it himself. It would have been ordinary business to have such re-organization made by the chief engineer; it would have been common courtesy at least to notify him at once that such changes had been made, but Villard did neither. He was no more in the habit of consulting his officers than he was his various boards of directors or stockholders. The re-organization was run after the style of the Russian Empire. On his return he merely notified the chief engineer of the change. It is probable the latter had no feeling in the matter unless it was one of relief, as the responsibility for the work was thereby partially taken from him, and the programme announced, viz: the building of 300 miles on the west end during the next year, would go far towards filling up the gap.

The new management started off with immense energy and the Chinese gong business began in full force. The entire force between the Dulles and Portland was ordered to the front, but by unskillful management was disorganized and most of them fled to Portland. Orders were issued for a huge additional force, and the number of men at the front actually was increased during the ensuing spring to 10,000. Among other features for hastening the work, a circular was issued by Villard, ordering any employee from giving any information to the press or public, and a newspaper correspondent was engaged and placed upon the construction pay rolls at a salary of \$2.50 per diem. His subsequent command of language fully justified the expenditure. The papers teemed with glowing accounts of how the men worked heroically in five feet of snow, of the gallant conduct of their noble leader, of the new era which had been inaugurated in railroad building and of the immense progress which was to be made. Unfortunately the "Escrito" letters in the Oregonian, which caused so much amusement in this region were accepted as truth in the eastern office, and the official report sent in equalled them in adjectives, promises, and general vagueness of detail. As an observant stockholder in the east wrote at this time "The work seems to be going on in the potential mood and future tense. We can hear readily what might come and what would have been done, if Villard had only been in charge sooner, and what is to be done next month; but what is actually going on now the Lord only knows." Walla Walla Union.

## Better Economize Water.

Richard A. Proctor says that the age of the earth is placed by some at 500,000,000 years, and still others of later time, among them the Duke of Argyll, place it at 10,000,000 years. None place it lower than 10,000,000, knowing what processes have been going through. The earth must have become old Newton surmised, although he could give no reason for it, that the earth would at one time become perfectly dry. Since then it has been found that Newton was correct. As the earth keeps cooling it will become porous, and great cavities will be formed in the interior, which will take in the water. It is estimated that this process is now in progress so far as the water diminishes at the rate of the thickness of a sheet of writing-paper a year. At this rate, in 9,000,000 years the water will have sunk a mile, and in 15,000,000 years every trace of water will have disappeared from the face of the globe.

## Strength, Vigor, Elasticity.

"Recovering from typhoid fever, it quickly gave me strength." So writes Mr. Peter Bourassa, East Douglas, Mass. "Nothing makes my stomach feel so easy," says Mr. Joseph Batesman, Lawrence, Mass. "Gave me more strength than any other bitters I have taken," declares Miss Nellie O'Brien, of the same place. What is it that these convalescents write about? Why, Brown's Iron Bitters, the greatest Iron Medicine in the world!

## A man has invented a chair that can be adjusted to 800 different positions. It is designed for a boy to sit in when he goes to church.

## Scott's Emulsion of Pure Cod Liver Oil, with Hypophosphites.

For Throat Affections.—Dr. F. B. Philpott, Salisbury, Mo., says: "I have used Scott's Emulsion in glandular diseases, and Throat affections, with uniformly good results. It is the only preparation of Cod Liver Oil I use."

## Never be witty at the expense of others. It is a debt they never forget and rarely forgive.

## Excited Thousands

All over the land are going into ecstasy over Dr. King's New Discovery for Consumption. Their unlooked for recovery by the timely use of this great life saving remedy, causes them to go nearly wild in its praise. It is guaranteed to positively cure Severe Coughs, Colds, Asthma, Hay Fever, Bronchitis, Hoarseness, Loss of Voice, or any affection of the Throat and Lungs. Trial bottles free at W. E. Dement & Co's Drug Store. Large size \$1.00.

**ST. JACOBS OIL**  
THE GREAT  
**GERMAN REMEDY FOR PAIN.**  
CURES  
Rheumatism, Neuralgia, Sciatica, Lumbago, Backache, Headache, Toothache, Sore Throat, Swellings, Sprains, Bruises, Burns, Scalds, Frost Bites, AND ALL OTHER BODILY PAINS AND AFFECTIONS.  
Sold by Druggists and Dealers everywhere. Fifty Cents a Bottle. Directions in 11 Languages.  
THE CHARLES A. VOGLER CO., Baltimore, Md., U.S.A.

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**PARKER HOUSE,**  
H. B. PARKER, Prop.  
ASTORIA - OREGON.  
AL. CROSBY, Day Clerk.  
Phil. BOWERS, Night Clerk.  
First Class in all Respects.  
FREE COACH TO THE HOUSE.

**Figures Never Lie!**  
—AND—  
**JEFF OF THE CHOP HOUSE**  
Can prove by his books that he is doing the biggest business of any  
**RESTAURANT**  
In the city, and he will guarantee to give the best meal for cash.

**FRANK FABRE'S CHOP HOUSE.**  
Oysters, Ice Cream, COFFEE.  
The New Model. Everything First Class.  
Cass Street, rear of Odd-Fellows Building.  
Every attention paid my customers, and the best set before them in first-class style.

**BAY VIEW Restaurant and Bakery**  
Mrs. R. ZIMMERMAN.  
Wishes to announce to her friends and the public generally, that she has opened  
A FIRST-CLASS  
**RESTAURANT AND BAKERY**  
In the fine new building opposite the O. R. & N. Company's Dock.  
The Best Market Affords Cooked to Order.  
Oysters in Every Style.

**Solid Gold Jewelry, BRACELETS, Scarf Pins, Chains, Watches, SILVERWARE,**  
Of every description.  
The finest stock of Jewelry in Astoria.  
All goods warranted as represented.  
**GUSTAV HANSEN, JEWELER.**

**G. A. STINSON & CO.,**  
BLACKSMITHING,  
At Capt. Rogers old stand, corner of Cass and Court Streets.  
Ship and Cannery work, Horseshoeing, Wagons made and repaired. Good work guaranteed.

**Columbia Transportation Company.**  
FOR PORTLAND.  
FAST TIME!  
THE POPULAR STEAMER  
**FLEETWOOD**  
Which has been refitted for the comfort of passengers will leave  
Monday, Wednesday and Friday at 6 A.M. arriving at Portland at 1 P.M.  
Returning leaves Portland every  
Tuesday and Thursday at 6 A.M. arriving at Astoria at 1 P.M.  
An additional trip will be made on Sunday of Each Week, leaving Portland at 9 o'clock Sunday Morning. Passengers by this route connect at Kalama with Sound ports.

**ASTORIA IRON WORKS.**  
BENTON STREET, NEAR PARKER HOUSE, ASTORIA - OREGON.  
**GENERAL MACHINISTS AND BOILER MAKERS.**  
LAND and MARINE ENGINES  
Boiler Work, Steamboat Work and Cannery Work a specialty.  
**CASTINGS,**  
Oral Descriptions made to Order at Short Notice.  
A. D. WASS, President.  
J. W. CASE, Treasurer.  
JOHN FOX, Superintendent.

**S. ARNDT & FERCHEN,**  
ASTORIA - OREGON.  
The Pioneer Machine Shop  
BLACKSMITH  
SHOP  
AND  
Boiler Shop  
All kinds of  
**ENGINE, CANNERY, STEAMBOAT WORK**  
Promptly attended to.  
A specialty made of repairing  
**CANNERY DIES,**  
FOOT OF LAFAYETTE STREET.  
**Magnus C. Crosby**  
Dealer in  
**HARDWARE, IRON, STEEL, Iron Pipe and Fittings, STOVES, TINWARE AND HOUSE FURNISHING GOODS**  
**SHEET LEAD STRIP LEAD SHEET IRON, Tin and Copper.**  
**P. Blankholm.**  
Cigars, Tobacco and Notions, FRUITS  
Cor. Squemoqua and Olney streets, Astoria.  
**GERMANIA BEER HALL**  
—AND—  
**BOTTLED BEER DEPOT,**  
Chenamus Street, Astoria.  
**The Best of Lager 5 Cts. a Glass.**  
Orders for the Celebrated  
**Columbia Brewery Beer**  
Left at this place will be promptly attended to.  
No cheap San Francisco Beer sold at this place.  
Wm. BOCK, Proprietor.

**CUNARD STEAMSHIP LINE.**  
W. DEB. LEAVE TO ANNOUNCE A great reduction in rates over the above well known line. Parties desiring to go to Europe, or wishing to send for friends in the old country will find it to their advantage to purchase tickets over the Cunard line. Tickets issued by us good from any part of Europe to Astoria.  
ROBERT & JOHNS, Agents.

**HEADQUARTERS.**  
FOR  
**Toys, Fancy Goods, Stationery, CUTLERY, ETC.**  
**Fresh Fruit Received Daily**  
A Full Stock of Smokers Art. Ices.  
NEW GOODS CONSTANTLY ARRIVING.  
**CHAS. A. MAY,**  
Chenamus street, south side, one door from Cass.

**Underlaker and Cabinet Maker,**  
SQUEMOQUA STREET,  
NEXT TO THE ASTORIAN BUILDING.  
All work done in a skillful manner on short notice at reasonable rates.  
**NOTICE.**  
FROM AND AFTER OCTOBER FIRST, the Astoria Gas Light Co. will charge consumers of gas \$3.50 per 1000 cubic feet. Consumers using 10,000 feet and over will be entitled to a rebate of 10 per cent.  
C. H. PAGE, Secretary.

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C. H. PAGE, Secretary.

## TRANSPORTATION LINES.

**Oregon Railway & Navigation COMPANY.**  
OCEAN DIVISION  
During the month of October, 1884, Ocean Steamers will sail from Portland to San Francisco, and from San Francisco to Portland, as follows, leaving Astoria Dock, Portland, at Midnight, and Spear Street Wharf, San Francisco, at 10 A. M.:  
From Portland, 1 From San Francisco, Oct

Oregon, Oct 10  
State of Cal., Oct 11  
Columbia, Oct 12  
Oregon, Oct 13  
State of Cal., Oct 14  
Columbia, Oct 15  
Oregon, Oct 16  
State of Cal., Oct 17  
Columbia, Oct 18  
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